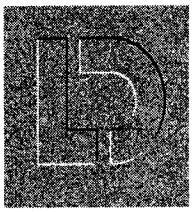
June 1997 Volume 97 ♦ Issue 2

SPADEWORK

ATLANTIC DIVISION NAVAL FACILITIES ENGINEERING COMMAND



News from the Construction Division

Welcome new PDC's McKenney Hartman and Stock Dinsmore. McKenny, a UNC civil engineer, is at ROICC JAX. Stock, a mechanical engineer from VMI, is at ROICC NNSY. Code 05 is pleased also to benefit from summer hires Catherine Todd and Josh Ives.

Other changes in the Operations Branch include new CM's Waverly Hampton, who serves Oceana, Cherry Point and Camp Lejeune. Ken Trotman is working for EFA MED for four months. Joe Formato, former CM, has transferred to ROICC Norfolk.

On the Construction Engineering Branch side, Tom Grieves will take John Vasiloff's place as our budget guru, with John heading to ROICC NNSY. Greg Hedley has transferred from ROICC Norfolk to join Jerry Haste for the RAC team.

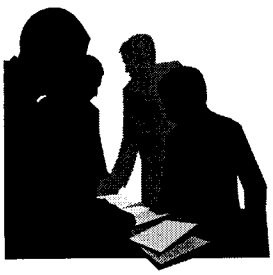
Gary continues to spread the word about the summit field office model and its gradual implementation. See page 3 for more information.

LANTOPS continues to work with the contractor community, with the most recent effort being the development of a survey for contractors to complete about the ROICC office and the ROICC's to complete about a contractor. The NAVY/AGC representatives writing the questionairre are Deborah Senchak and Dan Luper, and Bob Wells of Virtexco Corp and Mark Olmstead with Mideastern Builders.

NAVFAC RELEASES CONSTRUCTION MANAGEMENT STUDY

Ever wonder how our Construction Management fees stack up against the private sector? That was exactly the question that the Logistics Management Institute (LMI) sought to answer. The Naval Facilities Engineering Command hired LMI to investigate customer perceptions that NAVFAC charges too much for their services (SIOH is typically 6% stateside and 6 ½% overseas of the total construction cost).The study, entitled "A Review of Navy Construction Management Costs," concluded that although many private sector construction management firms appear to be less expensive than NAVFAC, they do not provide the same level of service. On the average, LMI determined that private sector firms only provide 82% of the services that NAVFAC provides.

The researches found that many customers are only familiar with the services provided by the ROICC office, and are not aware of the effort being expended by other organizations within NAVFAC. The Navy's CM services in the large project MILCON-Navy arena compare favorably to the median (50th percentile) full-service CM firm charges which charges 6.4% of total construction cost. The data for the study was obtained from a survey of CM firms that belong to the Construction Management Association of America. The survey netted responses from 47 firms and 291 completed projects.



Other interesting results from the study include the following: Although CM fees for new private sector lodging facilities construction were the lowest of all categories of new construction, the fees for lodging facility renovation work were 13% higher than the new construction rate.

The highest rate charged by CM firms was for Defense Environmental Restoration Program contracts, which recorded average fees of 18.2%. The report also includes a detailed description of recommended CM services as determined by the CMAA, and a discussion of how NAVFAC addresses the various CM needs.

LANTNAVFACENGCOM Code 05 is distributing copies of the LMI study to field offices and components.

Joe Formato, ROICC Norfolk

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SAFETY CORNER

Bill Garrett, Code 0526

Asbestos Evaluation Prior to Construction

Renovation and demolition construction contracts must require the designer to test building components that will require removal or alteration during construction. This is particularly important for structures built prior to 1980. Pay particular attention to ensure that all effected components are tested and identified during the design review stage. Asbestos-containing materials are commonly found in pipe insulation, plaster, floor tile, pipe gaskets, window glazing, roofing mastics and felts, duct insulation and mastics, adhesives, and siding materials.

During a recent construction contract involving large scale renovation, an asbestos release occurred that exposed workers to airborne concentrations of asbestos above the personnel exposure limit and contaminated adjacent areas in and outside the building. There were two contractors performing demolition work in the same facility. At one end of the building an asbestos removal contractor was removing materials identified as containing asbestos. At the other end of the building a second contractor was removing plaster ceilings that were not identified as containing asbestos. The asbestos removal company was receiving high air readings outside their containment area. They felt these results were in error and continued working. Several days later they continued to get the same high readings. They then started looking at potential sources for the high concentrations. Tests on the ceiling plaster being demolished by the second contractor revealed that the plaster contained asbestos and was the source of the release and contamination.

To help in preventing this same situation from happening again make sure the designer has performed tests on all components involved in the project. Remind the contractor of his responsibility to perform a thorough analysis during his demolition plan preparation. Remind the asbestos removal company during the pre abatement meeting to notify the ROICC and stop work immediately when air test results indicate environmental levels above the permissible exposure limits outside the critical barrier.

In this situation it was determined that the designer did not fulfill the requirements of their design contract by not testing the plaster in the ceiling shown to be demolished. Although the contractor may have had an excellent asbestos removal plan, his workers violated it by ignoring the high readings during air monitoring.

Warning: Check for Propane Propellants in Spray Cans

In response to federal and state restrictions, manufacturers of pressurized cans have changed from the use of freon to new types of propellants. Propane gas is one of the most common of these replacement propellants. Since this change, several documented incidents have occurred in which spray cans containing propane propellants have exploded after the contents or spray can came into contact with or was near energized electrical components. These incidents have caused serious injuries to the user and to bystanders. In response, many manufacturers have replaced the propane propellant with a safer gas, such as carbon dioxide (CO_2). However, spray cans containing propane propellants still exist in the Navy and Marine Corps supply system. One of these products that contains propane propellant is WD-40, which is not only commonly used in the Navy and the Marine Corps, but is also used in many homes.

Before using any spray product, determine which propellant is present by reading the contents label. New WD-40 containers with carbon dioxide (CO_2) propellant are clearly marked on the cap. If propane is listed, do **not** spray or use the can near energized electrical components, in areas where static electric energy may be present, or near an open flame. WD-40 is not the only product which may contain propane or other flammable propellants. Always check a spray can before using it in a hazardous area.

Walt Baer, ROICC Cherry Point

REMINDER...

A/E Evaluations

Send A/E evaluations to LANTDIV Code 05 ONLY for LANTDIV contracts. That means contracts for which LANTDIV is the design agent. Either the field or headquarters may have awarded the construction contract, but Project Management will have been involved during the design phase.

A/E evaluations for all other contracts go to the design agent for the particular contract. This may be PWC or the Base Civil Engineer. Work with your local station to determine where to send the evals. PWC or whoever is the design agent should be doing the same thing with the evaluation you provide rating the designer during the construction phase as LANTDIV does for LANTDIV contracts. That is, the evaluation input for construction phase is combined with that for design phase, and the final evaluation is submitted on-line to the A/E Contract Administration Support System (ACCAS).

In both cases, include the A/E contract number as well as the construction contract number on the eval form.

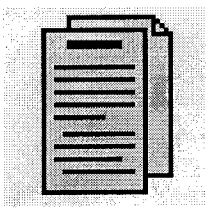
QUALITY CONTROL

Deborah Senchak, Code 05C

QC Specialists (QCS)

Be careful when you review specifications including QCS's. There has been considerable confusion as to how long a particular QCS should be present on the job site. If you want the QCS on site during the submittal process, all work through final inspection and punch list correction, make sure the contract clearly states that. If the QCS must be on-site for only the specialty work, define clearly what you mean. For example, a contract requiring a roof QCS on site while roofing work is ongoing, will not be there before roof work starts (during the pre-roofing conference???) or probably after the work is basically complete ("basically" probably has a different meaning for the contractor than it does to the ROICC!). While you probably won't eliminate all disagreements, if you clearly define your specific needs during the review process, you have a better chance of the contractor bidding what you intend.

Submittals

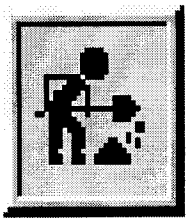


Can't let an opportunity pass to spread the word on submittal streamlining. The guide specs finally include hundreds of submittals that are to be included ONLY if they are necessary for the particular contract. The only hitch is that because this applies to LANTDIV, not all of NAVFAC (yet), the list is included in Project Specification Preparation Document and Design Information (last published December 1996). The designer has to work outside the on-line guide spec to access this information, so it is not tremendously convenient. However, the return on that up front effort far exceeds the initial time spent. If a designer has not deleted unnecessary submittals, include a list of recommended submittals to delete in your constructability review. That will still save everyone involved considerable time, paper, space and postage during the contract.

If you're unclear about how to determine if a submittal is necessary, ask a more experienced AROICC/AREICC or ConRep and follow the basic rule of thumb: a routine construction material which is delivered to the site intact and labeled, and can be compared with the specification, usually needs no submittal. This means that gyp board, plastic pipe, pipe hangars, routine interior wiring need no submittals. Also, there should be **no** certificates merely to state that the material submitted meets the specifications. The contractor is required to comply with the contract with or without an additional piece of paper. Certificates for specialized systems, performance requirements or anything non-routine are still required.

Request a copy of the submittal deletions if you would like to see the latest listing.

Construction Signs



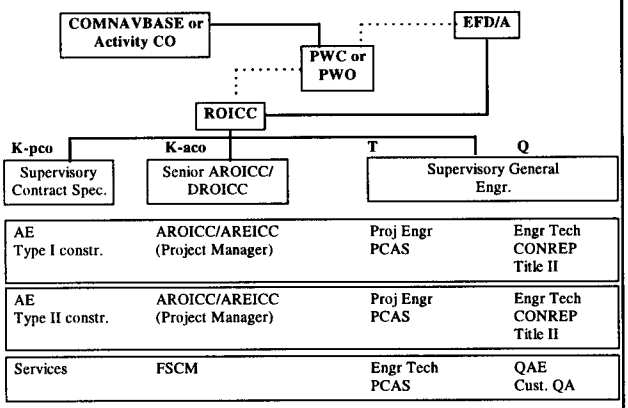
LANTDIV has recently distributed new guidance for construction signs. Affective immediately, all contracts with project signs will use this design. While it is similar to what has been in the guide specs, there are subtle, but important differences. The expected approximate completion (such as "Summer 1999") is included, as is the contract value (such as $10,000,000). If the project has a rendering, so will the sign.

Any waivers to this policy require Vice Commander approval.

ROICC REORGANIZATION

Most of you have heard many versions of the proposed ROICC model to reinforce NAVFACs avidly pursuit for standard business practices for the field offices. As you may surmise, this is a major challenge given the difference in philosophy between the components, EFD's and PWC's. At present the situation is to implement this model only where PWC's are located. NAVFAC is striving to provide consolidated service to our customers, while making us more efficient for the future. The contemplated organization is called the summit field office model. A ROICC heads the field office, with a Supervisory Contract Specialist, Supervisory AROICC and Supervisory General Engineer fulfilling the "K", "T" and "Q" functions. The office is intended to handle Type I and II construction, and services, although not every field office will have every contract function. The model is designed to encourage process improvement. It provides for cradle-to-grave project management and allows the flexibility to execute designs from multiple sources.

Summit Field Office Model



NEW INSTRUCTIONS

W. T. Wells, Jr., Code 0512

New Procedures for Obtaining Environmental Instruction and Operation Permits

In February 1995, a PATeam was formed to review and update the LANTDIV instruction regarding construction and operating permit process. Little did any of the twelve people team know what an arduous task it would be. The old instruction, 11010.21, dated June 6, 1990, was outdated with the advent of new environmental regulations and requirements. In the guide, there was a list of permits and then the requirements. The requirements portion was organized by location and type of facility. This made some required permits easy to miss and this was part of the problem. The new instruction aims to avoid this and to streamline the process.

After numerous meetings and a year or so to think about it, team member Ellen Freihofer (Code 0314C) took the initiative to create the draft of 11010.21A. This thirty-something page document certainly appears thorough and outlines OICC/ROICC responsibilities on page 8, paragraph 10. Basically, the ROICC keeps copies of permits on hand, renews if expires, and handles fees if required. Ellen has organized her list by the permit itself with an additional Corps of Engineer's list with nationwide permits. The instruction is not meant to be an "end all" for permits but a guide to the basic requirements for permits in general. For more information or to get a copy of the draft for comment, call Willie Wells at 322-8409.

New Seabee Instruction

A new NAVFAC instruction for Seabee work or, more officially, NAVFACENGCOM Instruction 11010.10, **Joint Procedures for New Construction, Alteration, and Repair Projects** Accomplished by the Naval Construction Force (NCF) has been drafted. The new instruction is the result of efforts by Mr. Paul Miller at NAVFAC and CDR Eichert of the Third Brigade. LANTDIV forwarded comments to NAVFAC recently; the completed product should be ready this summer. It should be noted that the draft did not include discussion of SIOH. It did provide input on how to calculate WIP. Discretionary projects (are usually low enough value and complexity to not require ROICC involvement) are addressed and ROICC involvement will be on a case by case basis.

Quality Control (QC) will be used on all projects. Field Adjustment Request (FAR) or what we refer to as change orders will be coordinated through ROICC. Special direction is described for programming and planning phases as well as execution of the project. The contracts will be administered much like our fixed price contracts with permits, CQC plan, safety plan, schedule, etc. discussed at the pre-construction conference. Inspection and final acceptance as well as warranty information and as-builts are required at the end. Although it is implied but not specifically stated in the draft, plans and specs should be prerequisite for ROICC involvement. The final instruction will only be better than the draft and the draft is certainly an excellent first run. For copies of the draft or questions, call Willie Wells at (757) 322-8409.

Demolition SOC

ROICC Norfolk will award a Solution Order Contract (SOC) for demolition of various structures in the Tidewater Area in the near future. The contract will be a multiple award with awardees who compete for each task order. They get a copy of the plans and specifications and each awardee puts in a bid. Each awardee is guaranteed a minimum of $100K during the base year and each of two option years. ROICC Norfolk awards the task orders and each ROICC administers the work on their base, a lot like the RAC work is done now.

John McLaren, ROICC Norfolk

Questions from the ROICC...

Here's your chance to get answers to your questions and to be heard!! Send your questions and comments to LANTDIV Code 05C. We'll follow them up in this section.

Also, we heartily welcome articles from the field. Share your innovations and unique projects with the entire EFD!

Question: Does LANTDIV have an internet site?

Yes, it's:

www.efdlant.navfac.navy.mil

Try it - you may be surprised at what you find!

CLOSING THOUGHT

"Remember not only to say the right thing in the right place, but far more difficult still, to leave unsaid the wrong thing at the tempting moment."

Benjamin Franklin

G. W. Mackey
Director
Construction Division